



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

800 Independence Ave
Washington, DC 20591

August 30, 2021

Exemption No. 18329A
Regulatory Docket No. FAA-2019-0569

Mr. O.C. Miller
Vice President of Flight Operations
Sun Country Airlines
2005 Cargo Road
Minneapolis, MN 55450

Dear Mr. Miller:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend and amend Exemption No. 18329. This letter transmits the FAA's decision, explains the FAA's basis, and provides the conditions and limitations of the exemption, including the date the exemption ends, and lists the revised conditions and limitations.

The Basis for the FAA's Decision

By letter dated July 9, 2021, you petitioned the FAA on behalf of Sun Country, Inc. dba Sun Country Airlines (Sun Country) for an extension of and amendment to Exemption No. 18329. That exemption from § 121.434(c)(1)(ii) of Title 14, Code of Federal Regulations (14 CFR) allows Sun Country to substitute qualified and authorized Line Check Airman or Aircrew Program Designees (APDs) for an FAA inspector to observe a qualifying PIC who is completing initial or upgrade training specified in 14 CFR § 121.424 during at least one flight leg that includes a takeoff and a landing. The amendment you request would allow Sun Country to exercise the terms of Exemption No. 18329 outside of the United States.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

The FAA's Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the *Federal Register*. The FAA has determined that good cause exists because the requested extension of amendment to the exemption would not set a precedent and any delay in acting on this petition would be detrimental to Sun Country.

Having reviewed your reasons for requesting an exemption, the FAA finds that they are similar in all material respects to relief previously requested in the enclosed Grant of Exemption No. 6916K.

The FAA has determined that the justification for the issuance of Exemption No. 18329 remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106(f), 40113, 44701, and 44807, which the FAA Administrator has delegated to me, I hereby grant Sun Country, Inc. dba Sun Country Airlines an exemption from 14 CFR § 121.434(c)(1)(ii) to the extent necessary to allow Sun Country to substitute qualified and authorized Line Check Airman or Aircrew Program Designees for an FAA inspector to observe a qualifying PIC who is completing initial or upgrade training specified in 14 CFR § 121.424 during at least one flight leg that includes a takeoff and a landing, subject to the following conditions and limitations.

Conditions and Limitations

1. A Sun Country check airman or aircrew program designee may conduct a PIC observation in place of an FAA inspector when –
 - a. The Administrator preapproves that substitution for each observation of a qualifying PIC candidate, thus reserving first right of refusal to the FAA in each case. Sun Country, therefore, must contact an appropriate FAA office, in each instance, before substituting that check airman or aircrew program designee;
 - b. The qualifying PIC candidate has completed no less than 10 hours of supervised operating experience (OE) and accomplished no fewer than two takeoffs and landings; and
 - c. The qualifying PIC candidate is performing PIC duties during a complete flight leg, including flightdeck preparation, before starting engines checklist, taxi, takeoff, all other flight phases, landing, taxi, and securing checklist.
2. Each Sun Country check airman or aircrew program designee conducting a PIC observation in place of an FAA inspector must –
 - a. Be approved by the Administrator to conduct the observation;
 - b. Have served as a check airman or aircrew program designee for Sun Country for no less than 6 months;
 - c. Not supervise the OE or conduct the initial line check for the qualifying PIC candidate being observed; and
 - d. Conduct the observation from the observer seat only (i.e., not a required flightcrew member seat).

3. Sun Country must maintain student, check airman, and aircrew program designee records that demonstrate compliance with the conditions and limitations of this exemption.
4. Sun Country may operate outside of the United States under this exemption, unless otherwise prohibited by a foreign country. Crewmembers must have in their physical possession, or readily accessible in the airplane, a copy of this grant of exemption when exercising the relief provided. In accordance with the Convention on International Civil Aviation (Chicago Convention), and its Annexes, crewmembers must present a copy of this grant of exemption for inspection upon request by a foreign civil aviation authority.

Failure to comply with any of the above conditions and limitations may result in the immediate suspension or rescission of this exemption.

The Effect of the FAA's Decision

The FAA's decision amends Exemption No. 18329 to 18329A and extends the termination date to September 30, 2023, unless sooner superseded or rescinded. This grant of exemption, Exemption No. 18329A, allows Sun Country to exercise the terms of this exemption outside of the United States.

To request an extension or amendment to this exemption, please submit your request by using the Regulatory Docket No. FAA-2019-0569 (<http://www.regulations.gov>). In addition, you should submit your request for extension or amendment no later than 120 days prior to the expiration listed above, or the date you need the amendment, respectively.

Any extension or amendment request must meet the requirements of 14 CFR § 11.81.

Sincerely,

/s/

Robert C. Carty
Deputy Executive Director, Flight Standards Service

Enclosure



U.S. Department
of Transportation
**Federal Aviation
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Aviation Safety

800 Independence Ave
Washington, DC 20591

April 28, 2021

Exemption No. 6916K
Regulatory Docket No. FAA-2001-8878

Mr. John P. Dudley
Managing Director, Flight Operations
American Airlines, Inc.
4601 Highway 360 MD 843
Fort Worth, TX 76155

Dear Mr. Dudley:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 6916J. This letter transmits the FAA's decision, explains the FAA's basis, and provides the conditions and limitations of the exemption, including the date the exemption ends.

The Basis for the FAA's Decision

By letter dated April 7, 2021, you petitioned the FAA on behalf of American Airlines (American) for an extension of Exemption No. 6916J. That exemption from § 121.434(c)(1)(ii) of Title 14, Code of Federal Regulations (14 CFR) allows American to substitute a qualified and authorized check airman or aircrew program designee for an FAA inspector to observe a qualifying pilot in command who is completing initial or upgrade training specified in Section 121.424 during at least one flight leg that includes a takeoff and a landing.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

The FAA's Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the *Federal Register*. The FAA has determined that good cause exists because the requested extension of the exemption would not set a precedent and any delay in acting on this petition would be detrimental to American.

The FAA has determined that the justification for the issuance of Exemption No. 6916J remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. 106(f), 40113, 44701, and 44807, which the FAA Administrator has

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delegated to me, I hereby grant American Airlines an exemption from 14 CFR 121.434(c)(1)(ii) to the extent necessary to allow American to substitute a qualified an authorized check airman or aircrew program designee for an FAA inspector to observe a qualifying pilot in command (PIC) who is completing initial or upgrade training specified in Section 121.424 during at least one flight leg that includes a takeoff and a landing, subject to the conditions and limitations listed below.

Conditions and Limitations

1. An American check airman or aircrew program designee may conduct a PIC observation in place of an FAA inspector when –
 - a. The Administrator preapproves that substitution for each observation of a qualifying PIC candidate, thus reserving first right of refusal to the FAA in each case. American, therefore, must contact an appropriate FAA office, in each instance, before substituting that check airman or aircrew program designee;
 - b. The qualifying PIC candidate has completed no less than 10 hours of supervised operating experience (OE) and accomplished no fewer than two takeoffs and landings; and
 - c. The qualifying PIC candidate is performing PIC duties during a complete flight leg, including flightdeck preparation, before starting engines checklist, taxi, takeoff, all other flight phases, landing, taxi, and securing checklist.
2. Each American check airman or aircrew program designee conducting a PIC observation in place of an FAA inspector must –
 - a. Be approved by the Administrator to conduct the observation;
 - b. Have served as a check airman or aircrew program designee for American for no less than 6 months;
 - c. Not supervise the OE or conduct the initial line check for the qualifying PIC candidate being observed; and
 - d. Conduct the observation from the observer seat only (i.e., not a required flightcrew member seat).
3. American must maintain student, check airman, and aircrew program designee records that demonstrate compliance with the conditions and limitations of this exemption.
4. American may operate outside of the United States under this exemption, unless otherwise prohibited by a foreign country. Crewmembers must have in their physical possession, or readily accessible in the airplane, a copy of this grant of exemption when exercising the relief provided. In accordance with the Convention on International Civil

Aviation (Chicago Convention), and its Annexes, crewmembers must present a copy of this grant of exemption for inspection upon request by a foreign civil aviation authority.

To request an extension to this exemption, please submit your request by using the Regulatory Docket No. FAA-2001-8878 (<http://www.regulations.gov>). In addition, you should submit your request no later than 120 days prior to the exemption's expiration date listed below.

To request an amendment to this exemption, please submit your request no later than 120 days prior to the date you need the amendment using the process indicated above.

Any extension or amendment request must meet the requirements of § 11.81 of 14 CFR.

The Effect of the FAA's Decision

The FAA's decision amends Exemption No. 6916J to 6916K and extends the termination date to July 31, 2024, unless sooner superseded or rescinded.

Sincerely,

/s/

Robert C. Carty
Deputy Executive Director, Flight Standards Service